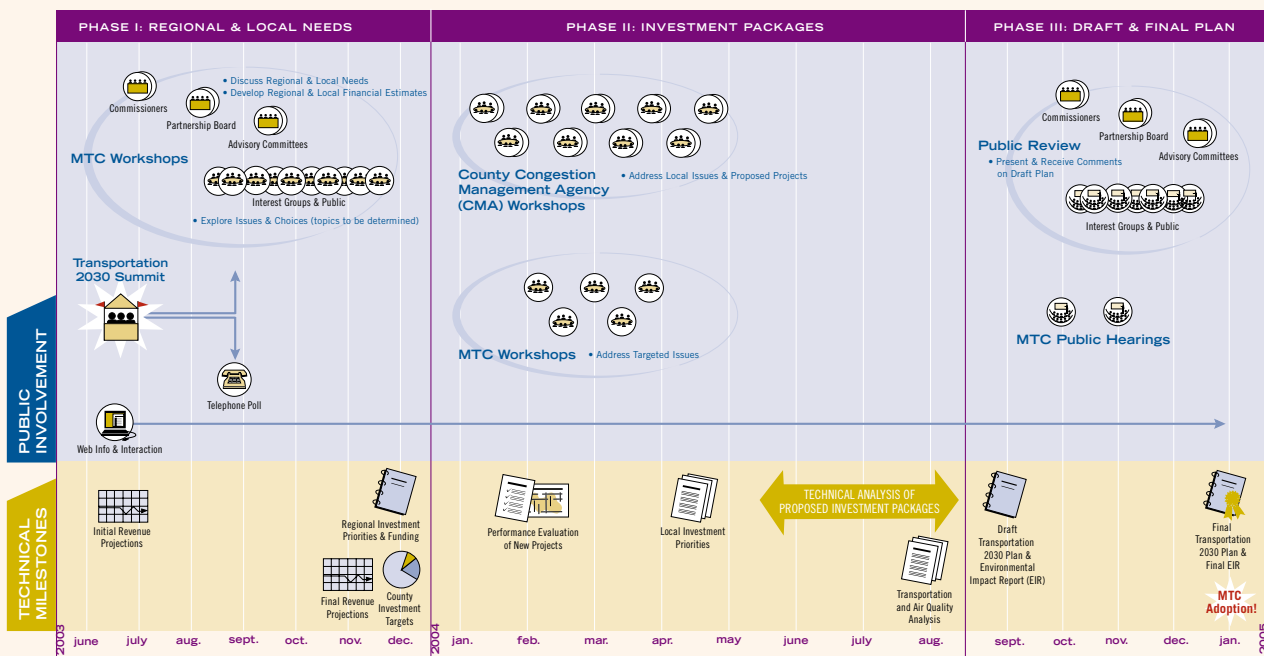


M T C Transportation 2030 Plan Planning Process

The Transportation 2030 Plan is the Bay Area's long-range transportation planning document. It will specify a detailed set of investments and strategies to maintain, manage and improve the surface transportation network in the nine-county Bay Area over the next 25 years.

The Metropolitan Transportation Commission and the Congestion Management Agencies in each county are conducting an 18-month planning process in three phases. The first phase concludes in December 2003.



Throughout this process we want to hear from you. MTC and the county congestion management agencies are going out into our many diverse communities in all nine counties to get public input and comment. We encourage you and your organizations to continue to work with MTC and with the key transportation agencies in your county on this important task of developing the Transportation 2030 Plan.

M T C Transportation 2030 Plan

Phase One Outreach

THE PHASE ONE PUBLIC OUTREACH PROGRAM (JUNE – DECEMBER) IS ADDRESSING THREE “BIG TOPICS” THAT CORRESPOND TO THE MAJOR DECISIONS TO BE MADE BY MTC IN DECEMBER:

- Adopt new transportation goals and determine how the goals will be used to guide programs and investments;
- Determine amount of available new funding, and how to distribute uncommitted funds among regional and county investments; and
- Determine MTC’s approach to linking transportation and land use.

MTC IS USING FOUR PRIMARY METHODS TO ENGAGE THE PUBLIC:

- A telephone poll of 2,700 voters and 900 residents (both voters and non-voters), providing a representative sample of opinion, and county and regional results;
- Six focus groups held around the region to allow more in-depth discussion of the major choices and tradeoffs, with composed and representative groups; and
- Thirty targeted workshops held with specific groups and organizations with interests in transportation issues; and
- A web survey, including a budget allocation exercise

TRANSPORTATION 2030 WORKSHOPS AND MEETINGS HAVE BEEN HELD WITH THE FOLLOWING GROUPS:

FOCUS GROUPS

Santa Clara County (San Jose)
San Francisco and San Mateo Counties (San Carlos)
Marin and Sonoma Counties (Petaluma)
Napa and Solano Counties (Fairfield)
Suburban East Bay: Alameda and Contra Costa Counties (Pleasanton)
Urban East Bay: Alameda and Contra Costa Counties (Oakland)

TARGETED WORKSHOPS

Community Workshops
Concord (Monument Corridor neighborhood)
San Francisco (Tenderloin neighborhood)
Oakland (East Oakland neighborhood)
San Francisco (Bay View/Hunter’s Point neighborhood)
Milpitas (Sunnyhills neighborhood)
San Jose (Mayfair neighborhood /East San Jose)

Oakland (San Antonio neighborhood)
San Rafael (Canal District neighborhood)

INTEREST GROUPS

Transportation and Land Use Coalition (TALC)
Silicon Valley Manufacturing Group
Regional Bicycle Working Group and Bay Area Bicycle Coalition
Bay Area Council/Regional Transportation Initiative (RTI)
Alliance for Jobs
Bay Area League of Women Voters-sponsored workshop (11/22)
Goods Movement Study Executive Committee

PUBLIC OR GOVERNMENT AGENCIES (as requested)

Napa County Transportation Planning Agency (NCTPA)
Air Quality Management District Advisory Council
Solano Transportation Authority (STA)
Sonoma County Transportation Authority (SCTA)

BART Board
Indian Tribal Consultation
Sonoma County Transportation Authority

MTC COMMITTEES

Elderly and Disabled Advisory Committee (EDAC)
Advisory Council
Minority Citizens Advisory Committee (MCAC)
Bay Area Partnership Board
Partnership Board Technical Advisory Committee
Arterial Operations Committee
Goals Working Group (ad hoc)
Welfare to Work Working Group
Regional Pedestrian Committee
Planning and Operations Committee (POC)
Partnership Technical Advisory Committee (PTAC)

Key Findings to Date

All of the outreach findings have been fully documented and analyzed by staff. The feedback and many comments have been used to shape and refine MTC's approach to the three major topics under discussion in Phase One of the Transportation 2030 planning process. Some of the major themes from the workshops, focus groups and telephone poll are summarized briefly below:

WORKSHOPS

The plan needs more vision. It must provide clear, long-term direction for where we are going.

We need "truth in advertising." The public wants to know what real results they can expect from the investments included in the plan. How will the projects and programs in the Transportation 2030 Plan specifically impact congestion and other key problems?

Linking transportation and land use decision-making is vital to the ultimate success of the Plan.

TELEPHONE POLL

The telephone poll identified these top three priorities for on-going programs:

- Bus service to link low-income communities with jobs
- Local streets and roads maintenance
- Improving connections between transit agencies

The poll results showed these top three priorities for system expansion:

- Expand BART
- Expand other rail services
- Expand local bus services

New Investments/ New Funding

PRIORITIES FOR NEW TRANSPORTATION INVESTMENTS

Discussions on how to spend the 10% of remaining “uncommitted” funds (about \$9 billion over 25 years) have been on-going during the Fall. Focus groups and targeted workshop participants both weighed in on their spending priorities, as shown below.

FOCUS GROUPS

- Overall, focus group participants ranked the three investment categories in this order: Expansion, System Management/Livable Communities and Operations and Maintenance.
- Investment priorities (participants chose six out of seventeen specific investments)
 - Expanding rail
 - Improving traffic flow—coordinated traffic signals
 - TransLink®
 - Maintaining highways and freeways

See Phase One Public Outreach handout for more specifics

TARGETED WORKSHOPS (interest groups)

- Overall, targeted workshop participants ranked Expansion, System Management/Livable Communities and Operations and Maintenance about equally.
- Investment priorities (participants chose six out of seventeen specific investments)
 - Operating transit services
 - Expanding buses and paratransit
 - Livable communities

See Phase One Public Outreach handout for more specifics

TELEPHONE POLL

- On-going transportation programs
 - Bus service to link low-income communities with jobs
 - Local streets and roads maintenance

Top two priorities—see hand out for others

- Transportation Expansion Priorities
 - Expand BART
 - Expand other rail services

See Phase One Public Outreach handout for more specifics



FOUR SPENDING OPTIONS FOR YOUR CONSIDERATION

Based on this feedback and discussions with its partner agencies, MTC is proposing four options for spending the approximately \$9 billion in “uncommitted” funds in the 2030 plan.

MTC STAFF PROPOSALS

Option A: Provides an expanded investment level for road and transit shortfalls and slightly expands the regional program (for operational programs such as TransLink® and 511, as well as Transportation for Livable Communities and Housing Incentives programs) compared to the 2001 Regional Transportation Plan (RTP). This leaves a somewhat smaller residual amount for county programs.

Option B: Provides a slight decrease in investment in local roads and transit rehabilitation shortfalls, with modest increases in regional programs.

BAY AREA PARTNERSHIP PROPOSALS

Congestion Management Agency Option: Similar to Option B, except it would maintain regional programs at 2001 RTP levels and thus allow for a slight increase in the residual amount for county programs.

Transit Operator Option: Maximizes investment in transit rehabilitation shortfalls and maintains regional operations program at current levels. The residual amount available for county programs is minimized.

POSITIONING THE REGION FOR THE FUTURE— CREATING A “BIG TENT” LINKED TO NEW FUNDING

Given the frustration expressed with the limited ability to fund new projects and programs with existing revenues, many workshop and focus group participants debated raising new revenue for new projects to significantly broaden funding for new investments. There was wide support for extending/initiating 1/2 cent sale taxes for transportation. The telephone poll showed 46% in favor of a 5¢ per gallon gas tax.

After an investment strategy for existing resources is selected in December, MTC and its partners will begin developing the “Big Tent,” a second additional group of programs and projects in the 2030 Plan. Big Tent projects and programs will be tied to specific new transportation revenue sources that MTC, with its stakeholders and partners, will work to pursue successfully over the coming years.



Prior Commitments

RE-ASSESSING WHAT IT MEANS FOR A PROJECT TO BE “COMMITTED”

In the 2001 Regional Transportation Plan, 90% of the available funding was “committed” to:

- Maintenance and operation of the existing road/transit system
- Projects that have been specifically approved by the voters and are 100% funded
- Projects that have been years in preparation and are nearly ready for construction

This left just 10% of the available funding for new investments in roads, transit, bike/walk facilities and other improvements.

At the June Summit, and in fall workshops and focus groups, participants voiced frustration over this “90/10 split.” A majority asked MTC to increase the amount of funding available for new investments in the 2030 plan, primarily by use of performance criteria to judge every project and drop poor-performing ones, even if they are “committed.” At the same time, participants said not to reduce the region’s investments in operations and maintenance (the biggest chunk of the “committed” funding). Perhaps resolving this dilemma, participants also favored raising new revenue for new projects instead of dropping prior commitments.

In September, MTC proposed four criteria for determining whether a project from the *2001 Regional Transportation Plan* was considered “committed” for the 2030 Plan, focusing on these major factors: dedicated funding that could not be redirected to another purpose; ability to maintain and operate the existing system and proposed new projects; project readiness in terms of environmental review and secured construction funding; and existing contractual agreements. However, even if the proposed criteria were satisfied, projects changing significantly—either in cost or scope—would be subject to further evaluation. Regional Transit Expansion Program project sponsors would have to meet additional tests to demonstrate the ability to operate and maintain their current and expanded transit systems.

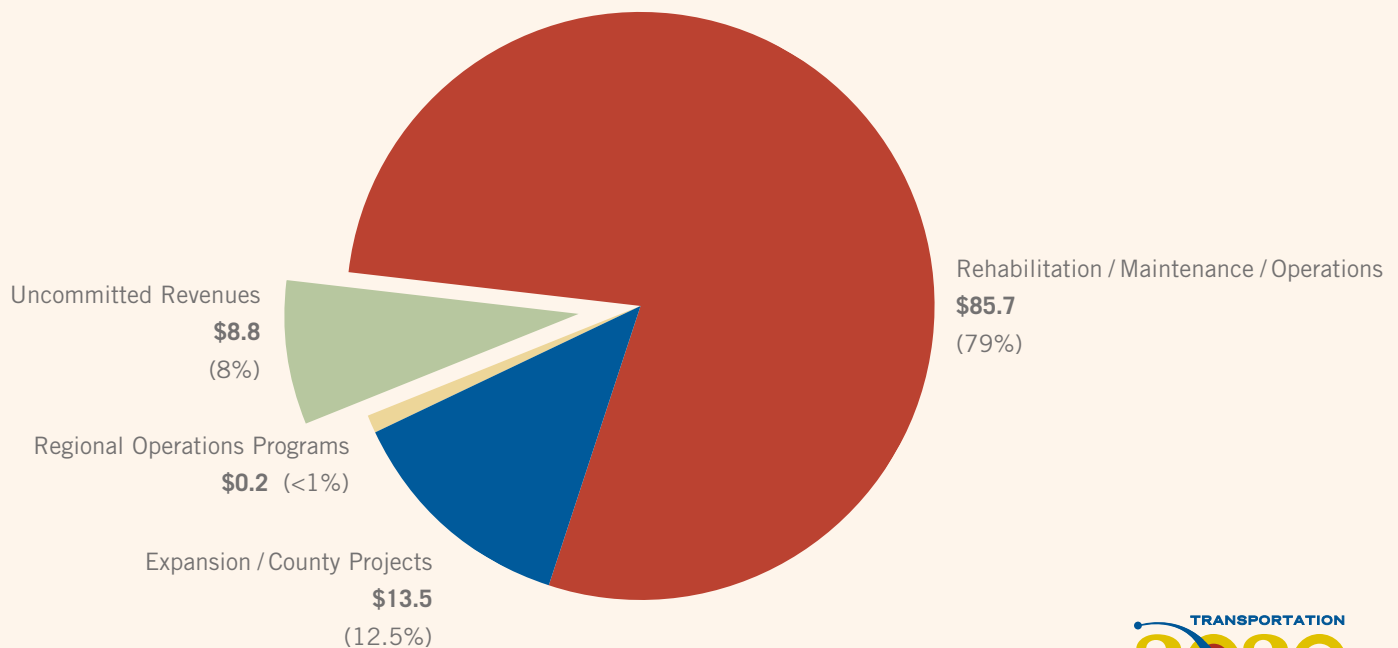
When MTC applied these criteria to all existing projects and programs, about 90% of the available funding for the 2030 plan was again termed “committed”.

APPLYING THE CRITERIA STILL RESULTS IN 90% COMMITTED FUNDS

MTC, while sharing the frustration over having just 10% available for new investments, is now proposing to maintain the proposed 4 criteria (see left panel) that result in 90% of the total available funds for the 2030 plan staying in the "committed" category. MTC believes this will benefit the region because:

- There needs to be an ongoing commitment to maintain our existing transportation system.
- Local transportation sales taxes (10% of the committed funding) have been approved by Bay Area voters for specific purposes and MTC has no direct control over how this funding is spent.
- About 6% of the committed funding is for projects that are already in the project development pipeline.
- A small amount of committed funding has been reserved for regional programs with existing executed contracts (e.g., TransLink®, TravInfo®, and RIDES).

Transportation 2030 Committed vs. Uncommitted Revenues (2004 \$ in billions)



Developing Goals for the Bay Area Transportation

The 2001 Regional Transportation Plan included six goals:

Mobility

Safety

Equity

Environment

Economic Vitality

Community Vitality

At the June 2003 Transportation Summit, the 2001 goals were criticized as being too broad to provide meaningful direction for the regional plan. In addition, there was an overwhelming call for more measurable objectives in the plan that would allow MTC to chart progress towards the goals.

In September, MTC and its public agency partners proposed nine more specific goals for the 2030 Plan. These goals were tested with the public through 30 workshops and six focus groups. The titles of the draft goals were as follows:

- A Safe and Secure System
- Keep it Working
- Making Connections
- Travel Options that Save Time
- A Reliable Trip
- Lifeline Mobility
- Smart Growth Incentives
- Clean Air
- Deliver the Goods

New Draft Goals for the Transportation 2030 Plan

Overall, the public in the workshops and focus groups supported the nine proposed goals. However, there were a number of key suggestions for strengthening their impact:

- Provide more of MTC's vision for region.
- Reduce the number of goals and/or prioritize them.
- Separate true “outcome” goals from strategy statements.
- Explain how goals will be used.
- Provide measurable objectives.

In response, MTC has crafted a new vision and a new set of goals for discussion. (See goals handout for complete text.)

VISION

The highest aim for the Metropolitan Transportation Commission is to plan for and deliver a safe, efficient, integrated, multimodal transportation system for the San Francisco Bay Area. The system envisioned by MTC is one that successfully serves the diverse travel needs of all of the Bay Area's residents and helps businesses compete in a global economy. MTC believes that the keys to creating such a system are a substantial increase in funding, and significant changes in travel behavior. Also important are strong institutional partnerships, innovative technologies, and a strong customer focus in all dealings with the region's travelers. The Plan will emphasize the wise investment of limited transportation resources. It also will harmonize with other regional initiatives to maintain and improve the quality of life in the Bay Area through good land use planning and maintaining healthy air quality.

REVISED GOALS

- | | |
|-------------------------------------|----------------------------|
| • A Safe and Well-Maintained System | • Livable Communities |
| • A Reliable Commute | • Clean Air |
| • Lifeline Mobility | • Efficient Freight Travel |

USE OF THE GOALS

Goals will be used by MTC and its partners to a) set direction for the future, b) measure progress, and c) evaluate projects.

A Stronger Link between Transportation and Land Use

Under existing trends, the Bay Area is projected to add more than 1.2 million employed residents and nearly 1.5 million jobs over the next 25 years. These trends mean the region is forecast to experience worsening jobs/housing imbalances in certain cities, as well as a larger net in-commute from the Central Valley and other surrounding areas.

Where these 1 million+ individuals will live and work and how they will travel to jobs, schools, shopping and other destinations are critical questions as we build the Bay Area of 2030. Unfortunately, decisions on land use and transportation have historically been made by separate public agencies with little coordination between them. At the June Transportation 2030 Summit, participants spotlighted the need to change this process and to firmly link transportation and land use decision-making.

MTC's Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) initiatives fund “bottoms-up” community planning and capital grants. Projects selected for funding are designed to make communities more friendly to pedestrians, transit riders and bicyclists, or encourage developers to provide more affordable, dense housing within walking distance of major transit routes.

At the same time, Bay Area land-use patterns have been the focus of the recently-completed Smart Growth Project, a regional visioning effort conducted by elected officials, local and regional government staff, community representatives and other regional stakeholders. The Smart Growth Project produced a final policy report documenting a smart growth vision for the region that proposed more residential development in existing communities and around potential transit hubs.



M T C Transportation 2030 Plan

MTC's Approach

This fall, MTC, in response to both the June Summit direction and the Smart Growth Project, developed five specific transportation/land use proposals that build on the success of TLC/HIP and the Smart Growth Project strategies. (See the Transportation/Land Use handout for more detail.)

1. Develop a transportation/land use policy statement for the Transportation 2030 Plan.
2. Determine an appropriate percentage of the TLC/HIP program that should fund specific plan development around existing or near-term future rail stations or corridors.
3. Encourage changes to local general plans that support Transit-Oriented Development for Resolution 3434 investments.
4. Support transportation/land-use coordination beyond transit corridors.
5. Coordinate transportation/land-use issues with regional neighbors.

The proposals were discussed publicly throughout the targeted workshops and focus groups. Related questions were included in the regional telephone opinion poll.

Generally, the public supported the five proposals. They were seen as good “first steps” for MTC. Nearly everyone agreed on the importance of linking transportation and land use decision-making and some interest groups stated that it is their #1 issue in the 2030 plan. At the same time, there was considerable interest in continued local control over land-use decisions.

As a result of the workshop and focus group feedback, MTC is proposing to proceed with the five draft proposals, shifting the focus of the discussion in January to how these concepts will be implemented with MTC's local and regional partners.